AMENDED IN ASSEMBLY JANUARY 23, 2006

AMENDED IN ASSEMBLY JANUARY 13, 2006

AMENDED IN ASSEMBLY JANUARY 4, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL No. 1020

Introduced by Assembly Member Hancock

February 22, 2005

An act to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of the Government Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1020, as amended, Hancock. Transportation planning: improved travel models.

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies.

This bill would require the department, in partnership with certain federally designated metropolitan planning organizations and certain state-designated regional transportation planning agencies, to provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. The bill would require these planning organizations and agencies using travel models to use models that incorporate specified factors, thereby imposing a state-mandated local program. The bill would identify other objectives that may be included in the travel models. The bill would enact other related provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) Improved transportation planning can have dramatic economic and environmental benefits for California residents, and can make government expenditures on transportation infrastructure far more cost-effective.

(b) Better transportation infrastructure ~~and~~ *planning decisions and better* land use planning decisions ~~can have immense benefits on~~ *by the agencies responsible for those decisions can be of immense benefit to* California's air quality and economy. Motor vehicles produce over 60 percent of smog precursor emissions in some urban regions, and automobile usage costs California households one hundred billion dollars ($100,000,000,000) annually. Improvements in transportation ~~planning, incorporating accurate evaluation of the effect of land use practices and policies eventually~~ could reduce these environmental and economic impacts by 30 percent or more.

(c) Current planning models used for making transportation infrastructure decisions and for air quality planning do not always adequately reflect the effect of compact residential development patterns, the effect of mass transit on reducing car ownership and overall travel, the effect of highways on inducing additional automobile traffic, and the effect of economic incentives such as tolls, transit pricing, and parking charges.

(d) Because of these widespread modeling deficiencies, elected officials and other government decisionmakers often do not get adequate information on which to base multibillion dollar

transportation decisions, resulting in erroneous decisions being made.

(e) State-of-the-practice transportation planning models can account more accurately for the potential benefits of comprehensive planning and allow decisionmakers to be better informed.

(f) In addition, better travel models can assist metropolitan planning organizations (MPOs) in assessing ~~growth-inducing and~~ cumulative impacts of transportation plans, as required by the California Environmental Quality Act and the National Environmental Policy Act.

(g) The Department of Transportation is working with MPOs and regional transportation planning agencies to develop more effective transportation models. Significant improvements have been made in transportation modeling practices, however, the improved models are not yet widely and consistently used. These models can also be used in air quality planning to enhance emissions reductions and to cut the cost of clean air compliance.

(h) It is therefore the intent of the Legislature to require improvements to transportation modeling statewide in a timely fashion to ensure that transportation dollars are wisely spent.

SEC. 2. Chapter 2.68 (commencing with Section 65089.60) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND USE PLANNING

65089.60. (a) "Designated MPO" means the following metropolitan planning organizations (MPOs): the Southern California Association of Governments, the Metropolitan Transportation Commission and the Association of Bay Area Governments, the San Diego Association of Governments, the Association of Monterey Bay Area Governments, and the Sacramento Area Council of Governments.

(b) "Designated RTPA" means the regional transportation planning agencies (RTPAs) for the following areas: all counties in the San Joaquin Valley, and Monterey, San Luis Obispo, Santa Barbara, and Santa Cruz Counties.

(c) "Department" means the Department of Transportation.

65089.61. The department, in partnership with the designated MPOs and the designated RTPAs, shall provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of the current travel models and model improvements already underway.

65089.62. Whenever models are now used by the designated MPOs and RTPAs, the models shall incorporate the following:

(a) Account for the influence of land use intensity (housing units per residential acre or equivalent) and transit service levels on automobile ownership and vehicles miles traveled per household.

(b) Employ mode split models that allocate trips between pedestrian, bicycle, transit, carpool, and single-occupant automobile modes.

(c) Careful representation of all transit lines and roads.

(d) Land use models based on bidding for floorspace and implemented on small zones or parcels.

65089.63. The travel models may do both of the following:

(a) Account for travel demands during at least four time intervals during the day.

(b) Account for induced travel and induced land development resulting from highway or passenger rail expansion.

65089.64. The travel models should be capable of evaluating at least the following policy choices:

(a) Land use intensification.

(b) The impact of enhanced transit service levels on reducing overall vehicular travel and car ownership.

(c) Mixed land uses.

(d) Parking charges and parking cash-out.

(e) Peak period freeway tolls.

(f) Twenty-four-hour freeway tolls.

(g) Neighborhood plans that enhance pedestrian access.

(h) A freight travel model and a commodity flows travel model should additionally be included in the travel models of the designated MPOs.

65089.65. The department, in partnership with the designated MPOs and RTPAs, is encouraged to develop budgeting plans that ensure the continuous improvement of travel models. All models should be peer reviewed at least every 10 years. Household travel surveys used in the models should adequately sample all modes,

to the extent statistically feasible, and should be updated at least every 10 years. The department, in partnership with designated MPOs and RTPAs, should validate predicted versus measured vehicle speeds on highways and traffic volumes by time of travel on roadway links.

65089.66. The evaluation of large private and public land development projects should be done with models that accurately account for the impacts of density, mix, and other efficient land use policies on travel. These models may be simpler than those used for transportation projects.

65089.67. All transportation models used by state or regional agencies should be usable on personal computers for public use. This section does not require agencies to provide commercial software developed by third parties that may be needed to run the model.

65089.68. If the agencies identified in subdivisions (a) and (b) of Section 65089.60 meet the modeling requirements of this chapter, their models shall be considered state of the practice and fully adequate technically.

65089.69. The department, in consultation with the California Association of Councils of Governments, shall meet at least annually with the designated MPOs and RTPAs to evaluate their progress in meeting the technical requirements listed in this chapter, and to identify resources available to assist them in meeting the requirements in the most timely and complete manner practical. In this process, the department may modify or extend the technical requirements of this chapter.

SEC. 3. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

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